
Comments on soundness of draft local plan -Site C10

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Dear Sirs,

I have looked at the latest draft of the proposed local plan.

Previously I commented in particular, regarding the Merton park strategic site (C10). I was generally in favour of the proposal, as it would be accessed by motor traffic from a national highways route (a new link to and from the A2 Canterbury bypass) but did have reservations about any restrictions on the new junction from the A2 (i.e. would traffic be able to access the site from Londonbound AND coastbound carriageways. I also had reservations about the practicality of the use of Hollow Lane as a "western link" to the A28.

I also had specific questions regarding cycling access on and off the site, that cycle routes would continue in a segregated way right into the city centre, rather than just lead to current residential roads that are used as motor vehicle rat runs and littered with parked cars, and in their very nature, discourage cycling. I was also particularly concerned how Lime Kiln Road could safely be utilised, as this is currently a narrow unadopted lane, a public footpath, but also used by vehicular traffic to access 5 residential properties situated along it.

I have now read the latest draft and was amazed, dumbfounded and extremely concerned that the main basis for choosing the Merton Park site as a sustainable site has been removed. I could not believe my eyes and could think of no reason as to why this site is still being proposed as a sustainable site with no access to the national highways A2 that bounds it, access has been removed (proposal 4d).

Previously motor traffic would have accessed the site from a national highways route (A2 Canterbury bypass). Now, the proposed vehicular access for nearly 2000 residencies is proposed to be via existing residential roads: Homersham, which connects to the already congested A2/A28 junction and Wincheap!! This is complete madness, and in my opinion totally unsound. Even with a good uptake of any cycling routes and use of the new park and ride access the city centre, the reality is that there will be a lot of motor traffic on and off this site; deliveries, residents wanting to access supermarkets, commuting to work in other towns by car etc. etc. All the motor traffic will be bottlenecked to the existing series of traffic light controls on the A28/A2 junction via Homersham, and no doubt, the use of rural roads in the area, Iffin Lane, Hollow Lane, Merton Lane south etc. which are already overused by rat-run through traffic will also be greatly increased to the detriment of the character of the rural area immediately to the south of this site. Even the citywide sports hub will be accessed, not from the A2, but from Nackington Road and

Merton Lane North...this will put even more strain on the city centre ring roads and Old Dover Road area as many residents from the north and east Canterbury will cross town in cars to access via the Nackington road. I had previously asked that the A2 link be first established, to be used by construction traffic, and consequently then as proposed by all motor traffic. Construction traffic will now access this large site through Homersham/Hollow Lane, or through the Nackington Road/Merton Lane North. The basis for the proposal to develop this site is now unacceptable and unsound in my opinion, unless access is first made available from the national highways A2 route, and motor traffic restricted from accessing the site via local roads. If this site could be designed this way, then motor traffic would have to use the A2, and this would greatly incentivise the use of cycling, walking and the Park and Ride to access the city centre, but now, as it stands...motor traffic will be directed to and from local roads, and this will in itself serve to encourage short journey car useage and exacerbate existion congestion and pollution issues in Wincheap and the A2/A28 intersection traffic control matrix.

Then in particular, the use of Lime Kiln Road as a cycling route. This is commendable in principle, but again, on the plan the cycle route just ends in the congested residential Martyrs Field area (Heaton road, Oxford Road, Zealand Road, Guildford Road etc.) which is a rat run for motor vehicles and severely restricted by excessive onstreet carparking. Therefore it seems to be a cycle route to nowhere, except an environment detrimental to most cyclists apart from the extremely daring and thick skinned. There is also no detail in the plan as to how this unadopted lane could be utilised safely. Will the lane be adopted? Will the hedgerow between the lane and the rear of properties on Cambridge Way be removed in order to widen the lane and make a safe cycling route, bearing in mind the motor vehicle traffic AND children who walk and live in residencies on the lane, or use the footpath from Chineham Way. The hedge is a significant green corridor that links the gardens in the area (Heaton Road, Lime Kiln Road and Cambridge Way) with the existing wild area, previously the Cooper Lime works, which has a significant abundance of wildlife and plant species.

Yours faithfully,

Jonathan Court,

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